

## The "Barefoot" Tire—and Why.



CONSIDER now the means by which many Tires have been given maximum Traction,—i.e., by means of a "sandpaper" texture in the Rubber of their Anti-Skid Treads.

Every time the Brakes are put on, to make such Tires grip the road, the relatively hard, unyielding, and comparatively brittle, texture of the Rubber in their Treads causes these Treads to grind away on the pavement, to WEAR OUT fast at the point of contact.

The sudden efficiency of their grinding-Traction also tugs so sharply on the Rubber Adhesive between the layers of Fabric in Tire as to separate these layers.

There is little "give" to them—just as there is little "slide" to them.

So, they gain Traction at the expense of Mileage. Naturally such Tires require a great BULK of such Rubber in order to deliver reasonable Mileage before worn out.

And, therein they differ radically from GOODRICH "Barefoot" Tires.

Because,—the Safety-Tread on Goodrich Tires is made of "Barefoot-Rubber," a new, and exclusive compound which discards unnecessary whitish "frictional" ingredients that are heaviest and inert, as proved by their lighter weight.

HERE is how it acts in Automobiling.—When the weight of the Car bears on this clinging "Barefoot-Rubber" Tread, and the power is applied to go ahead or reverse, the wonderful stretch in the "Barefoot" Rubber Sole (or Tread) of the Goodrich Tire acts as a sort of Lubricant between the Fabric Structure of the Tire and the Road.

Then, the Barefoot-Rubber "Toes," of the Goodrich Safety-Tread Tire, CLING to the pavement (instead of grinding against it), in such manner as your Bare Foot would cling to a slippery surface—without Grind, and so, with the minimum of Frictional Heat or Wear for maximum Traction.

Goodrich "Barefoot-Rubber" is now made into Goodrich FABRIC Tires,—Goodrich Silvertown Cord Tires,—Goodrich Inner Tubes,—Goodrich Truck Tires,—Goodrich Motor Cycle, and Bicycle, Tires, as well as into Goodrich Rubber Boots, Over-Shoes, Soles and Heels.

Get a Sliver of it from your nearest Goodrich Branch, or Dealer. Stretch it thousands of times, but break it you can't.

That's the Stuff that GOODRICH Black-Tread Tires are made of.

30 x 3	Ford Sizes	\$10.40
30 x 3 1/2		\$13.40
32 x 3 1/2		\$15.45
33 x 4	Safety Tread	\$22.00
34 x 4	Fair-List	\$22.40
36 x 4 1/2		\$31.60
37 x 5		\$37.35
38 x 5 1/2		\$50.60

**GOODRICH**—THE B. F. GOODRICH CO. Akron, Ohio  
—**"BAREFOOT" Tires**

### NATION-WIDE CAMPAIGN FOR ONE CENT POSTAGE

Fifty-three Bills Demanding Reduction Now Are Before Congress

Nation-wide in its extent is a campaign which is being waged for the securing of one cent

letter postage, a reform which would save letter users of the United States over \$75,000,000 a year.

Fifty-three separate bills calling for a one cent rate on letters delivered in the city in which they originate have been introduced in congress during the session, forty-four of these being introduced in the House of Representatives, twenty-two by democrats and twenty-two by republicans.

In the Senate two democrats have presented similar bills, and seven republicans have fathered measures for the lower letter postage rate. It may thus be seen that the campaign has no political significance, but that it is being waged on behalf of the letter users of the country in an earnest effort to lower the present high rate charged for carrying letters.

Back of the movement is a national organization known as the National One Cent Letter Postage Association, with headquarters at Cleveland. Charles Wm. Burrows is president, and George T. McIntosh is secretary-treasurer and general manager. The organization has a large membership in every state in the union, and is being backed by thousands of letter users in the effort to secure lower postage rates. The immediate plan of the campaign is to secure one cent letter postage on locally delivered letters in all cities and towns where deliveries are made. Later it is the purpose to secure a general one cent rate.

Several hundred national organizations have cordially endorsed the movement, and thousands of local organizations, such as Chambers of Commerce, Boards of Trade and similar bodies have given it their approval.

At the present time, according to experts who are familiar with

the postal conditions at Washington, the United States government is deriving a surplus of over \$75,000,000 a year on its letter postage. While a two cent rate is charged for carrying letters, it has been shown that they can be handled for one cent. The experts say that with the inauguration of a one cent letter postage rate, the increase in the volume of mail matter would recompense the government for any reduction there might be due to the inauguration of the lower rate.

Several score of the leading members of congress are backing the movement, and working earnestly in its behalf.

A series of meetings, under the auspices of the House Committees in charge of postal matters is being held, and many strong arguments are being presented in behalf of the one cent rate.

That the business of the department is rapidly increasing is indicated by the reports in the volume of mail matter carried. Further stimulus, it is claimed, will be given this increase were letter users of the country permitted to mail sealed letters under a one cent rate, particularly those letters which are subject to local delivery. It is pointed out that if a letter can be carried from New York to San Francisco for two cents, locally delivered letters could be for a far less sum.

That the government is now making a handsome profit is not denied. Friends of the lower rate claim that the department was never organized for the purpose of making a profit, but rather for doing business on a cost basis.

"We are in this fight to the finish", declares George T. McIntosh, secretary-treasurer and general manager of the campaign. "We have received assurances from every part of the country which leads us to believe that we will secure the undivided support of hundreds of organizations representing many thousands of users of letter postage. Congress must now listen to our demands, and we feel confident that at no distant date a one cent letter rate will be obtained."

### FAIL TO GET QUORUM FAIR STOCKHOLDERS

Association Cannot Rescind Action In Regard to This Year's Fair

Foreign horses will not be allowed to race and foreign exhibits cannot complete at the Henry County Fair this fall, unless something is done to rescind the action of the stockholders in making the Fair a Henry county institution exclusively.

At the urgent request of several who wanted to rescind the former action and appropriate money for races, the President, H. B. Douthit called a stockholders meeting for last Saturday, but a quorum failed to attend. Those interested in races are said to be looking for some loopholes by which to get away from the resolution passed by the stockholders, but none has yet been discovered.

### VIRGINIA FARMER

Restored To Health By Vinol

Atlee, Va. — I was weak, run-down, no appetite, my blood was poor, I could not sleep nights and was rapidly losing flesh, but I am a farmer and had to work. Medicines had failed to help me until I took Vinol. After taking three bottles my appetite is fine, I sleep well, my blood is good and I am well again.

—ORLANDO W. BORKEY.

Vinol, our delicious cod liver and iron tonic without oil, is guaranteed to overcome weak, run-down conditions, chronic coughs, colds and bronchitis.

G. H. Trevathan Co., Druggists, Paris

### Fertilizer

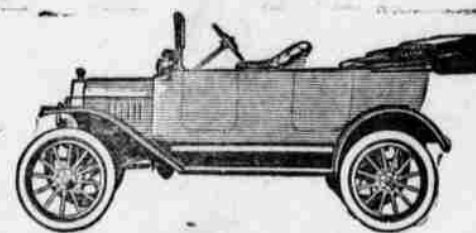
For Cotton, Corn and Tobacco.....

SEE

Chas. Currier

**Ford**  
THE UNIVERSAL CAR

Let the other fellow experiment. You want to know what your prospective car will do. The record of Ford cars in the service of more than a million owners is the best evidence of Ford reliability, economy in operation and simplicity in handling. Average two cents per mile for operation and maintenance. Touring Car \$440; Runabout \$390; Coupelet \$590; Town Car \$640; Sedan \$740, f. o. b. Detroit. On sale at HENRY COUNTY AUTOMOBILE CO., Paris, Tenn.



## NOTICE!

All persons who know themselves indebted to me either for merchandise or for medical attention will please call and settle same any time from this date to April 1, 1916. I have given ample time for those accounts to have been settled, and all unpaid claims will be put in the hands of an officer for collection April 1. The older an account the harder it is to collect, and the harder it is to pay, so don't ignore this request and be taxed with additional cost.

**L. L. ALEXANDER**  
OFFICE OVER THE PARISIAN



¶ The financial resources of the Federal government are exemplified in New York by the activities within this magnificent building at the head of Wall Street.

¶ In much the same way the financial resources of this community are exemplified by the work and activities of this bank.

¶ Our deposits represent the thrift and prosperity of the people of the community, and they also represent the confidence of the public in the safety and responsibility of this institution.

¶ Our wish is that all of the people of the community may be numbered among those whose savings are growing with us. The saving habit is your best insurance policy for the years to come.

¶ Start a bank account with us today.

WE PAY 4% INTEREST COMPOUNDED SEMI-ANNUALLY  
**THE BANK OF HENRY**  
PARIS, : : : TENN.

## Money to Loan

On IMPROVED Farms in Henry County. Lowest Prevalable Rate. No Delays. Write or call for terms. Insurance---Loans.

**CHESLEY ALEXANDER,**

Bank of Henry Building, PARIS, TENN.

Parisian Job Printing Pleases---Try It

## Sash-Doors-Windows

When you put up a house or any other kind of structure you want material that will give entire satisfaction. The stock of millwork which we sell is guaranteed to give the best of service—because it is made right.

**When You Buy From Us** you are assured of high quality at a fair price. Tell us your building plans and we'll tell you how to secure the most for your money and avoid waste.

Our Business Methods Make New Friends Every Day

**CHAS. LANSDELL**

Corner Market and Ruff Streets. Telephone 53